

**Seritage Master Plan and Development Agreement (LAND-2017-00546/547)**

*Comment Response Matrix – Seritage Informational Meeting 3-8-18*

Issue	Summary & Response	Status
<p>1. Bellevue Review of Projects</p>	<p><u>Subject</u> Bellevue Review of Projects</p> <p><u>Summary of Comments</u> Is the City of Redmond Working with The City of Bellevue?</p> <p><u>Response</u> The City of Redmond reviews and approves any land use applications that pertain to the development of parcels within the City’s boundary lines with the exception of rights of ways or parcels owned and maintained by other jurisdictions (e.g. Washington State Dept. of Transportation and King County). The City of Redmond has notified the City of Bellevue of this project and has solicited comments. The City of Redmond, with the applicant, has met with the City of Bellevue transportation staff to discuss transportation issues around the shared borders of the Overlake neighborhood and the identification of impacts to the City of Bellevue. The City of Bellevue continues to provide comments to the City in regard to the project impacts to the City of Bellevue. The City of Redmond does not require the approval of the City of Bellevue to process and review this project. As this project is a Type V land use permit, the City of Redmond’s City Council will render the final decision.</p> <p>Redmond’s City Council and Bellevue’s City Council meet periodically, typically on an annual basis, to discuss a slate of issues, rather than a singular issue of common interest.</p>	<p>Uploaded 4/25/18</p>
<p>2. Misc. Question</p>	<p><u>Subject</u> EIS Relevancy</p> <p><u>Summary of Comments</u> Is the Overlake FSEIS still relevant?</p> <p><u>Response</u> A SEPA determination does not expire by Washington State law. The determination creates a threshold, such as the development thresholds (i.e. amount of residential units and commercial square footages) outlined within the Overlake FSEIS and addendums. So long as those thresholds are not exceeded, the document remains relevant despite the age of the determination or the amount of growth that occurs since the adoption of the document (as that growth is already accounted for).</p>	<p>Uploaded 4/25/18</p>

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	<p>The 2007 FSEIS studied an additional 4.5 million square feet of non-residential (commercial) space and an additional 5,494 more dwelling units. That analysis accounts for the vehicular trips those uses would generate. Since 2009, 875,595 square feet of commercial space was built, and 3,429 dwelling units were either constructed or accounted for in the Overlake neighborhood. That would equate to 3.6 million square feet of commercial space and 2,065 dwelling units to be built before the Overlake Neighborhood Plan FSEIS is invalid.</p>	
<p>3. Misc. Question</p>	<p><u>Subject</u> Affordable Housing</p> <p><u>Summary of Comments</u> How many villages have major road traffic thru the center of the village?</p> <p><u>Response</u> It is unclear what the question pertains to. Urban centers, such as Overlake Village, or those that exist within cities across the state and country. Urban Centers aim to curb the necessity for “major roads” by combatting the effects of urban sprawl which necessitates more roads and infrastructure within a given area. By creating a dense urban area around existing (and improved) infrastructure and provide options for people to live, work, recreate, and shop all within a walkable/bikeable area (or within walking distance of mass transit) relieves the need for more roads and cars. The Seritage project will be providing a network of sidewalks, urban pathways, and bike lanes that currently do not exist and will add a benefit to the existing conditions.</p>	<p>Uploaded 4/25/18</p>
<p>4. Misc. Question</p>	<p><u>Subject</u> Bellevue Development Impacts On Redmond Developments</p> <p><u>Summary of Comments</u> Can developments in Bellevue affect the development of parcels within the City of Redmond?</p> <p><u>Response</u> Developments in Bellevue may play an indirect role in how a project within the City of Redmond gets reviewed. Depending on the proximity of developments in Bellevue, such issues such as (but not limited to) transportation, surface water, school walk routes, etc; may affect the data/information required by the City of Redmond in order to make a decision. In general, this extra data/information, if warranted, is used to determine any mitigation of</p>	<p>Uploaded 4/25/18</p>

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	impacts any given development application may create based on current conditions. In general, developments in Bellevue do not impede the ability of the City of Redmond to issue land use decisions.	
5. Misc. Question	<p><u>Subject</u> Road Usage</p> <p><u>Summary of Comments</u> Addressing “rule skitters” who use roads in Overlake neighborhoods</p> <p><u>Response</u> It is unclear what the question is pertaining to. Unless a street/road is privately owned and not a part of the City’s road network, the City does not have the ability to restrict the access of public rights-of-way.</p>	Uploaded 4/25/18
6. Misc. Question	<p><u>Subject</u> Construction Timing &amp; Sears</p> <p><u>Summary of Comments</u> When will construction begin? When will Sears close? Will the Sears Auto Center be re-developed? Can Sears afford to develop this project?</p> <p><u>Response</u> There is no set date for construction. Before breaking ground, the applicant must have an approved Master Plan, Development Agreement, Site Plan Entitlement, and Coordinated Civil Review permit at the minimum. Sears holdings has notified the city on April 12, 2018 that it will permanently cease its operations are closing its facility at the site on or about July 15, 2018. The Sears Autocenter does not have any formal applications for redevelopment at this point, but is expected to undergo a renovation for eventual re-use. The City does not review the financial viability of an applicant while reviewing a land use application.</p>	Uploaded 4/25/18
7. Misc. Question	<p><u>Subject</u> Taxes</p>	Uploaded 4/25/18

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	<p><u>Summary of Comments</u> How much tax money is used to support this development?</p> <p><u>Response</u> The applicant is responsible for providing their proportionate share of the mitigation necessary to address the impacts directly created by their development. Property taxes are not anticipated to be affected as a direct result of this project.</p>	
8. Misc. Question	<p><u>Subject</u> City Wide Services Impacts</p> <p><u>Summary of Comments</u> How does this affect police &amp; fire services? Who pays for building and maintaining the park/open space?</p> <p><u>Response</u> The development of this project is not anticipated to negatively affect police and fire levels of service. Levels of service for police services are determined independent of specific projects. A fire impact fee is assessed and collected at the time of building permit (based on the square footage and type of use) to mitigate for fire services.</p>	Uploaded 4/25/18
9. Misc. Question	<p><u>Subject</u> Parks</p> <p><u>Summary of Comments</u> Who pays for building and maintaining the park/open space? What is the park/open space going to look like? Can we make the park bigger?</p> <p><u>Response</u> The construction of the park and open space proposed by the applicant will be the responsibility of the applicant. The ongoing maintenance of the park will be determined at the time of the Parks Master Planning stage, and will be dependent on the features and amenities to be provided. The park is proposed to be placed over an existing regional storm water detention facility and parking lot and will add green and recreational space to the Overlake neighborhood. Currently the site has zero recreational value, and ornamental landscaping mostly along the</p>	Uploaded 4/25/18

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	<p>perimeter of the site. As no current City park is being displaced/affected nor is the applicant seeking more development incentives, the City cannot pursue more park/open space.</p>	
<p>10. Misc. Question</p>	<p><u>Subject</u> Trees &amp; Landscaping</p> <p><u>Summary of Comments</u> How is tree canopy being increased? Are native plants being used in the landscaping?</p> <p><u>Response</u> Trees will be required to protected and replaced per the Redmond Zoning Code Chapter RZC 21.72. In general, projects within the City of Redmond must retain 35% of significant trees. If in the event a tree must be removed, a 1:1 significant tree or 3:1 landmark tree replacement will be required. In terms of existing conditions, the site mostly contains ornamental parking lot landscape trees. In terms of native plants, the Redmond Zoning Code Section 21.32.050 requires that Native Plants shall be selected from the guide, <i>Plants of the Pacific Northwest Coast: Washington, Oregon, British Columbia and Alaska</i>. This requirement will be enforced during the site plan entitlement review process and the coordinated civil review process.</p>	<p>Uploaded 4/25/18</p>
<p>11. Misc. Question</p>	<p><u>Subject</u> School Impact</p> <p><u>Summary of Comments</u> What is the impact to Bellevue School District and capacity?</p> <p><u>Response</u> The 2011 FSEIS Addendum (<a href="http://www.redmond.gov/seritage">http://www.redmond.gov/seritage</a>) addresses school adequacy. In summary, the City collects school impact fees on behalf of Lake Washington School District (LWSD) to help offset the costs associated with a growing student population. The Seritage project lies within the Bellevue School District boundaries. At this time, Bellevue School District (BSD) does not collect impact fees for multi-family developments, and relies on tax collection and other ordinary means of funding programs and infrastructure associated with growth. WAC 197-11-660(e) states that before requiring mitigation measures, agencies shall consider whether local, state, or federal requirements and enforcement would mitigate an identified significant</p>	<p>Uploaded 4/25/18</p>

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	<p>impact. Because BSD has determined that tax revenues and other ordinary means of funding are sufficient to mitigate the impacts of growth, no further mitigation of impacts to BSD are required.</p>	
<p>12. Transportation</p>	<p><u>Subject</u> General Traffic Concerns</p> <p><u>Summary of Comments</u> How is traffic going to be handled/mitigated?</p> <p><u>Response</u> The City operates on a plan based concurrency, and builds transportation capacity in a way that supports the community’s vision. Plan based concurrency ensures that funding of construction infrastructure projects, program and provision of services occur in proportion to the needs of the City and the pace of growth. The plan based concurrency system meets the requirements of the Washington State Growth Management Act (GMA) and also helps aid the City’s development review process by identifying needed transportation improvements. Such things as the Transportation Facilities Plan, which identifies specific transportation facility improvements included in the City’s Transportation Master Plan supports the City’s plan based concurrency model, responds to existing growth trends and prepares for future growth in the city’s two urban centers while continuing to address transportation within established neighborhoods. However, it is vitally important to remember that transportation does not only pertain to vehicles, but also a multi-modal mobility approach that includes mass transit, pedestrians, and bicycles that are foundational to a people-oriented urban environment. The Redmond Transportation Master Plan (TMP) is an element of the City’s Comprehensive Plan, and is the document that guides Redmond’s transportation investment and activities. It was first adopted in 2005, and last updated in August of 2013.</p> <p>As development occurs, a developer would be responsible for its share of improvements based on the impacts it creates and location of the project.</p> <p>To identify and mitigate impacts, City staff and the applicant’s transportation team (TENW) worked together to define a project review scope. The review scope was defined to 17 intersections in and around the project site where there may have been anticipated impacts. The project scope was in line with prior project scopes that were used for both the Group Health/Esterra Park Master Plan and the KCCE (Limited Edition) Master Plan</p>	<p>Uploaded 4/25/18</p>

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	<p>approved in previous years. The transportation study is based on a 6-year horizon (2023). Additionally, 2023 is the assumed year that transportation improvements will be in place. The transportation study was broken down into four scenarios:</p> <ol style="list-style-type: none"> <li>1) 2023 Baseline without the project</li> <li>2) 2023 With Proposed Project At Full Buildout</li> <li>3) 2023 With Proposed Project At Full Buildout With a Signal at Lumiere &amp; 24<sup>TH</sup></li> <li>4) 2023 With Phase-1 Proposed Project</li> </ol> <p>The 2007 Overlake FEIS found that many intersections within Overlake already functioned at an LOS F without the construction of future developments and associated improvements (also known as No Action Alternative). Under the Action Alternative (which is the build out of the developments and improvements that were anticipated) the number of LOS F intersections were reduced. In summary, the 2007 transportation study associated with the 2007 Overlake FEIS concluded with the following:</p> <ul style="list-style-type: none"> <li>• 12 intersections in Overlake would operate at LOS F under the No Action Alternative whereas 7 intersections would operate at LOS F under the Action Alternative.</li> <li>• 19 intersections would operate with less delay under the Action Alternative than the No Action Alternative in 2030. 16 intersections would operate with increased delay (ranging from approximately 1.6 seconds to approximately 27 seconds) in the Action Alternative than the No Action Alternative.</li> <li>• 12 intersections would shorten delays by more than 10 seconds under the Action Alternative, compared with the No Action Alternative. However, nine intersections would increase delay under the Action Alternative than the No Action by more than 10 seconds.</li> <li>• Eight intersections where the LOS would be F under the No Action would become LOS E or better under the Action Alternative. These intersections include: <ul style="list-style-type: none"> <li>- 148th Avenue NE and NE 24th Street</li> <li>- 148th Avenue NE and Bellevue-Redmond Road</li> <li>- 148th Avenue NE and NE 20th Street</li> <li>- 148th Avenue NE and NE 40th Street</li> <li>- West Lake Sammamish Parkway and NE 51st Street</li> <li>- Bellevue-Redmond Road and West Lake Sammamish Parkway</li> <li>- Bellevue-Redmond Road and NE 40th Street</li> <li>- 148th Avenue NE and NE 36th Street</li> </ul> </li> </ul>	

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	<ul style="list-style-type: none"> <li>• The following four intersections would be more congested, with a LOS F and longer average delays under the Action Alternative than the No Action Alternative:                             <ul style="list-style-type: none"> <li>- 140th Avenue NE and Bellevue-Redmond Road</li> <li>- 140th Avenue NE and NE 20th Street</li> <li>- 156th Avenue NE and NE 40th Street</li> <li>- 156th Avenue NE and NE 36th Street</li> </ul> </li> </ul> <p>To fully understand and compare the impacts of this project compared against what was studied in the original transportation study, a LOS and queue analysis was conducted at the 17 study intersections mentioned earlier. This study identified what right-of-way improvements were required in order to support this project.</p> <p>In summary, eight of the 17 study intersections included in the Seritage Overlake Plaza Master Plan Traffic Study were included as study intersections in the 2007 Overlake FEIS (the remaining nine intersections are either new intersections created by new roadways not specifically identified in the Overlake FEIS or are existing intersections that were not included in the scope of the Overlake FEIS). The overall results showed that the intersections common to both studies are expected to operate at the same or better LOS in the PM peak hour in 2023 with the Seritage Master Plan (without mitigation) when compared to the 2030 Action Alternative results from the 2007 Overlake FEIS, with exception to 148<sup>th</sup> Ave NE/NE 20<sup>th</sup> Street. To mitigate impacts at 148<sup>th</sup> Ave NE/NE 20<sup>th</sup> Street, the Seritage Overlake Plaza Master Plan project will be required to provide mitigation (northbound right-turn lane) for development exceeding 335 net new AM peak hour trips. This improvement is a portion of a larger improvement project already planned by the City of Redmond and City of Bellevue to address congestion at 148<sup>th</sup>/20<sup>th</sup>.</p> <p>In addition to 148<sup>th</sup> Ave NE/NE 20<sup>th</sup> Street improvements, other mitigation measures that will be provided by the Seritage Overlake Plaza Master Plan include:</p> <ul style="list-style-type: none"> <li>• <u>148<sup>th</sup> Ave NE/NE Alhazen Street</u>: The City of Bellevue and City of Redmond have a planned improvement at this intersection that includes an additional northbound through lane. As mitigation, Seritage will widen 148<sup>th</sup> Ave NE to accommodate the additional northbound through lane by converting the northbound right-turn lane to a through lane and eliminating the island south of Alhazen and the curb bulb north of Alhazen.</li> </ul>	

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	<ul style="list-style-type: none"> <li>• <u>148<sup>th</sup> Ave NE/NE 24<sup>th</sup> Street.</u> The City of Bellevue and City of Redmond have planned improvements at this intersection including an additional northbound through lane and eastbound/westbound dual left turn lanes (these dual left turn lanes are included in the 2007 ONP SEIS). Seritage will dedicate right-of-way and set the ultimate curbs on 148<sup>th</sup> and NE 24<sup>th</sup> Street to accommodate these future improvements.</li>   <li>• <u>Lumiere Ave NE/NE 24<sup>th</sup> Street.</u> For any development beyond Phase 1, Seritage will conduct observations and an analysis to determine if the southbound left-turn lane queue storage on 148<sup>th</sup> Ave NE at NE Alhazen Street will be exceeded. If the queue exceeds storage and if desired by the City, Seritage will stripe an interim westbound left turn lane on NE 24<sup>th</sup> Street at Lumiere Avenue while maintaining eastbound left turns to the Safeway property at the traffic signal at 151st Avenue NE. In addition, future signalization is planned by the City at Lumiere Ave NE/NE 24<sup>th</sup> Street to accommodate a future pedestrian crossing on NE 24<sup>th</sup> Street. Before constructing any development beyond Phase 1, Seritage will conduct a study to determine if estimated pedestrian volumes trigger the need for the signal.</li>   <li>• Frontage improvements and right-of-way dedications on NE 20<sup>th</sup> Street, 148<sup>th</sup> Ave NE, and NE 24<sup>th</sup> Street including constructing curbs at their ultimate locations to accommodate future improvements planned by the City of Redmond and City of Bellevue.</li>   <li>• Construction of new public street connections (including right-of-way dedications), some of which were contemplated in the 2007 ONP SEIS Action Alternative. These new public streets include: <ul style="list-style-type: none"> <li>○ NE Alhazen Street between 148<sup>th</sup> Ave NE and Da Vinci Ave NE</li> <li>○ Lumiere Ave NE between NE 20<sup>th</sup> St and NE 24<sup>th</sup> St</li> <li>○ A portion of Da Vinci Ave (approximate half-street improvements) between NE 20<sup>th</sup> St and NE 24<sup>th</sup> St (Note: future alignment of Da Vinci Ave north of Alhazen St to be determined by the City of Redmond at a later date).</li> </ul> </li>   <li>• New pedestrian and bicycle facilities within project limits including: <ul style="list-style-type: none"> <li>○ Reconstructed sidewalks on NE 20<sup>th</sup> St, 148<sup>th</sup> Ave NE, and NE 24<sup>th</sup> St</li> <li>○ New sidewalks on Lumiere Ave and NE Alhazen St</li> <li>○ Urban pathway along Da Vinci Ave, NE Alhazen St, and through Gateway Park</li> <li>○ Bike path along the south side of NE 24<sup>th</sup> Street</li> <li>○ Bike lanes on both sides of NE Alhazen Street</li> </ul> </li> </ul>	

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	O Bike lane on the west side of Da Vinci Ave	
13. Transportation	<p><u>Subject</u> Traffic Impact Analysis</p> <p><u>Summary of Comments</u> Please share the Traffic Impact Analysis</p> <p><u>Response</u> All transportation related documents can be found on the project’s webpage: <a href="http://www.redmond.gov/seritage">http://www.redmond.gov/seritage</a> On the page, you will be able to find not only this project’s transportation analysis, but the previous 1999 Overlake Neighborhood Plan documents, the 2007 FSEIS, and the proposed FSEIS addendum.</p>	Uploaded 4/25/18
14. Transportation	<p><u>Subject</u> Bike &amp; Pedestrian Paths</p> <p><u>Summary of Comments</u> What bike and pedestrian paths will be provided?</p> <p><u>Response</u> The proposed Master Plan does show a visibly increased amount of bike and pedestrian paths both within the project and along the perimeter of the project. Please see the master plan (<a href="http://www.redmond.gov/seritage">http://www.redmond.gov/seritage</a>) Page 26 and Pages 25-53 for the specific layout/cross sections of the bicycle and pedestrian paths. Additionally a pedestrian focused east/west urban pathway is being constructed along the new NE Al Hazen St. All pedestrian and bike paths are proposed to be connected to a future pedestrian/bicycle network. This network is being built as parcels redevelop.</p>	Uploaded 4/25/18

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	<p>As one commenter pointed out, dedicated bike lanes are not being provided for along 148<sup>TH</sup> Ave NE between NE 20<sup>th</sup> St and NE 24<sup>TH</sup> St. However, dedicated bike lanes between NE 20<sup>th</sup> ST and NE 24<sup>TH</sup> St are being provided for on Da Vinci Ave NE. The City is currently undergoing a study to further align bike and pedestrian connectivity within Overlake Village.</p>	
<p>15. Transportation</p>	<p><u>Subject</u> Parking</p> <p><u>Summary of Comments</u> Where is parking being provided</p> <p><u>Response</u></p>	<p>Uploaded 4/25/18</p>

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	<p>Almost the entirety of the project’s proposed parking will be underground. The City is currently reviewing a proposal for limited parking along Da Vinci Ave NE. The underground parking will also have stalls set aside for general purpose use</p>	
<p>16. Transportation</p>	<p><u>Subject</u> Microsoft</p> <p><u>Summary of Comments</u> What is the impact of the Microsoft Campus Refresh on traffic?</p> <p><u>Response</u> Microsoft has not submitted an application to the City for review of their project. In general, projects must identify and address any impacts being created by their project. As the Seritage project has submitted an application prior to Microsoft submitting an application/data, this project is not responsible for reviewing impacts Microsoft may have on Overlake.</p>	<p>Uploaded 4/25/18</p>